



# Aircraft Health Monitoring (AHM) Panel Discussion

**IATA**  
**19<sup>th</sup> MAINTENANCE COST CONFERENCE**  
**& 2<sup>ND</sup> MRO SMARTHUB USER FORUM**  
**OCTOBER 4-6, 2023**

# AHM Panelists

**Inigo Arsuaga Espoz - *FPT Software***

Digital Transformation and Aviation Specialist

**Sebastian Lang - *Lufthansa Technik***

Head of Customer Development Asia Pacific, Digital Fleet

**David Marty – *Airbus***

Head of Digital Solutions, Sales & Marketing

## Panel Moderator

**Dragos Budeanu – *IATA***

Senior Manager, Engineering & Maintenance

IATA

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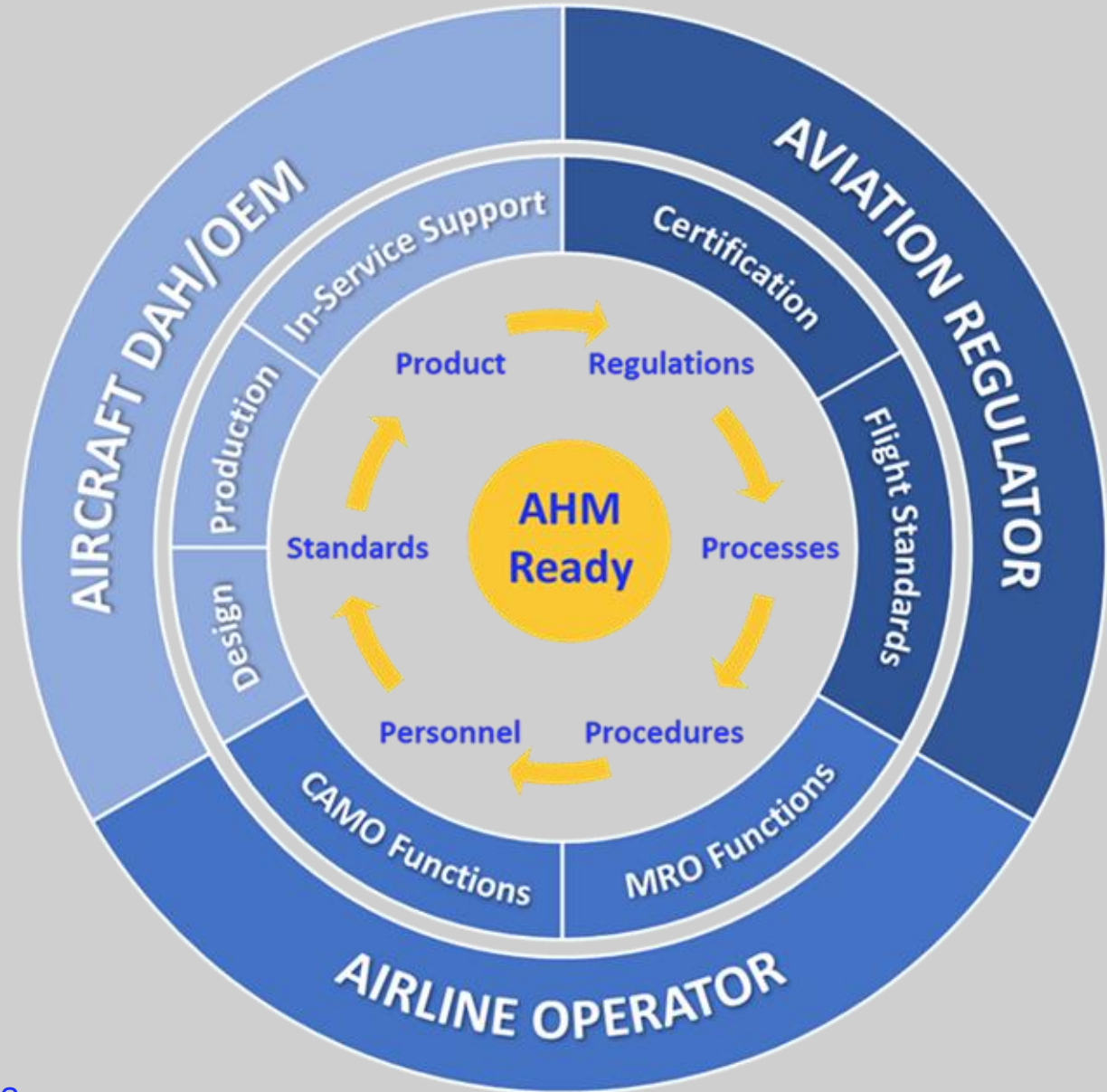
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# AHM Readiness Circles

- Aggregated stakeholder plurality and multi-function pursuit involving equal-weight elements
- Success is conditioned by the simultaneous rate of progression



# Sample of AHM Focused Docs



## From Aircraft Health Monitoring to Aircraft Health Management White Paper on AHM – Position Updates



1 From Aircraft Health Monitoring to Aircraft Health Management - updated White Paper

Aug 2023

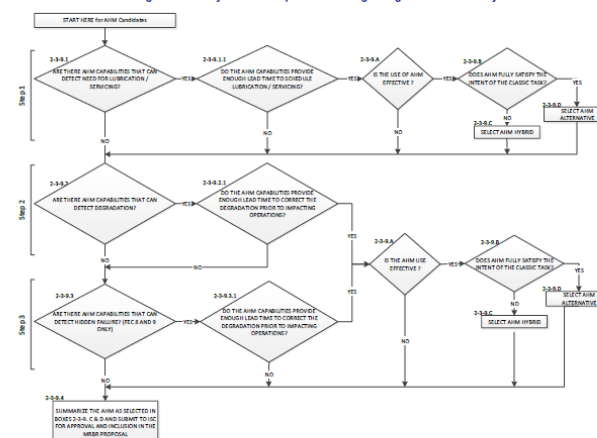
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ATA MSG-3 Volume 1, Revision 2022.1

throughout the service life of the aircraft.

The Original Equipment Manufacturer (OEM) must clearly identify AHM system configuration (e.g. Mod No., Option No., dash-Number) and respective AHM functionality within the AHM analysis worksheet in sufficient detail to allow the working groups to answer all questions associated with the logic flow.

Figure 2-3-9.1. Systems/Powerplant MSG-3 Logic Diagram – Level 3 Analysis



### 2. Step 1

**Box 2-3-9.1: ARE THERE AHM CAPABILITIES THAT CAN DETECT NEED FOR LUBRICATION / SERVICING?**  
Parameter(s) indicating (directly or indirectly) the need for lubrication / servicing must be available to AHM.

**Box 2-3-9.1.1: DO THE AHM CAPABILITIES PROVIDE ENOUGH LEAD TIME TO SCHEDULE LUBRICATION / SERVICING?**  
The AHM must provide timely awareness to the operator before the loss of the function in order to allow the LUB/SVC task to be scheduled at the next convenient opportunity.

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## Advisory Circular

**Subject:** Operational Authorization of Integrated Aircraft Health Management Systems

**Date:** 7/8/22  
**Initiated by:** AFS-300

**AC No:** 43-218  
**Change:**

- PURPOSE OF THIS ADVISORY CIRCULAR (AC).** Aircraft health monitoring for maintenance uses onboard sensors, data transmission, and data analysis to provide information regarding aircraft system performance and structural condition. The result is then used to make aircraft airworthiness determinations that provide economic efficiencies while maintaining or enhancing operational safety. This end-to-end process is known as Integrated Aircraft Health Management (IAHM). This AC provides guidance for developing an operator's IAHM program. This AC describes an acceptable means, but not the only means, to comply with the applicable sections of Title 14 of the Code of Federal Regulations (14 CFR). However, if you use the means described in this AC to show compliance, you should follow it in all important respects. This guidance is not legally binding in its own right and will not be relied upon by the Federal Aviation Administration (FAA) as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance is voluntary only and nonconformity will not affect rights and obligations under existing statutes and regulations.
- AUDIENCE.** The audience for this AC is 14 CFR parts 91, subpart K (part 91K), 121, 125, and 135 aircraft operators and maintenance, repair, and overhaul (MRO) organizations.
- WHERE YOU CAN FIND THIS AC.** You can find this AC on the FAA's website at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars](https://www.faa.gov/regulations_policies/advisory_circulars) and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>.
- RELATED 14 CFR PARTS.** The following 14 CFR parts apply to this AC:
  - Part 21, Certification Procedures for Products and Articles.
  - Part 23, Airworthiness Standards: Normal Category Airplanes.
  - Part 25, Airworthiness Standards: Transport Category Airplanes.
  - Part 27, Airworthiness Standards: Normal Category Rotorcraft.
  - Part 29, Airworthiness Standards: Transport Category Rotorcraft.
  - Part 33, Airworthiness Standards: Aircraft Engines.
  - Part 35, Airworthiness Standards: Propellers.



# Searching for Answers Regarding



Thank you!

Audience questions?

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